

CLASSIFICATION S-E-C-R-E-T

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 4 May 1955

SUBJECT Construction of Sea Police Boats

NO. OF PAGES 2

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

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DATE OF
INFO.SUPPLEMENT TO
REPORT

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THIS IS UNEVALUATED INFORMATION

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1. ~~On 3 January 1955, the first Schwalbe-type vessel, built by the Yachtwerft~~ 25X1
Berlin (Berlin Yacht-Building Yard) and manned by a yard crew, arrived in
Wolgast. The next four Schwalbe boats, Nos. 2, 3, 4, and 5, arrived at the
yacht-building yard ready to be transferred to Wolgast via Stettin. In
to be transferred to Wolgast via Stettin. In ~~the~~
their engines already built in were afloat, four boats still were ashore,
while other boats were being built in the shipbuilding shop. It was
definitely decided that the yacht-building yard should build a total of 42 25X1
~~boats~~ Twenty-one boats of this total were scheduled to be
delivered to the Sea Police by 21 December 1955.

2. The first 18 Schwalbe boats

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3. On 3 January 1955, ~~one~~ of the Schwalbe boats made a successful 25X1
shakedown run to the ~~coastline~~ ~~Wadden~~ starting from Wolgast. Subsequently,
the boat was hauled ashore and had its two propellers taken off. On this
occasion, it was found out that the gun metal liners, shrunk on the 90mm
diameters ~~propellers~~ ~~shaft~~ ~~liners~~ ~~of the~~ ~~shaft~~ ~~when~~ ~~the~~ ~~tall~~ ~~shaft~~
bracket, ~~and~~ ~~the~~ ~~shaft~~ ~~liners~~ ~~of the~~ ~~shaft~~ ~~when~~ ~~the~~ ~~tall~~ ~~shaft~~
rest in ~~the~~ ~~shaft~~ ~~liners~~ ~~of the~~ ~~shaft~~ ~~when~~ ~~the~~ ~~tall~~ ~~shaft~~
conventional steel bushings. This kind of bearing device had been adopted
because of the shortage of material and on the basis of suggestions made
to achieve improvements. It was decided that the former method of
construction should be resumed. Since it was impossible to supply the first
steel bushings prior to April 1955, a provisional solution to the problem
was found by ordering that each of the plastic bearing ~~liners~~ ~~be~~ ~~fitted~~
with six longitudinal grooves cut inside, 10 millimeters ~~in~~ ~~diameter~~ ~~to~~
millimeters wide. Although the boats had been delivered to the Sea Police,
they must undergo another shakedown run after the final propeller shafts
have been fitted in. The shaft bearings for the boats, which had already
been delivered to the Sea Police, were in the making at the Yachtbuilding
Yard and would subsequently be exchanged by ~~an~~ ~~assembly~~ ~~group~~ ~~in~~ ~~Wolgast~~.
The same change to bearing bushings ~~was~~ ~~discussed~~ ~~at~~ ~~the~~ ~~Schwalbe~~
boat yard of the Thesemann Shipyard.

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4. The following characteristics of the Schwalbe boats built by the Yachtwerft Berlin were reported: Length 32 meters, ~~beam~~ beam 5.5 m, draft 1.10 m, with a power plant of two 150-hp 6-cylinder Buckau-Wolf diesel engines, two 22-hp Schoenebeck auxiliary engines, giving a speed of 12 knots at a rate of 750 rpm (maximum number of revolutions) without minesweeping equipment, and 6.5 knots with the minesweeping equipment in tow. Their ~~shell plate~~ shell plate thickness was 4 mm, their complement 14, and they were capable of ~~force~~ force 8 of the international scale.
5. All boats will be equipped with ~~to be installed~~ to be installed in Berlin and a 100-Watt ship ~~also be installed~~ also be installed. For the time being, an artificial ~~not be installed~~ not be installed, and the cover plates at the stern were welded tight at the time. An electric control device was scheduled to be designed for the artificial fog apparatus.

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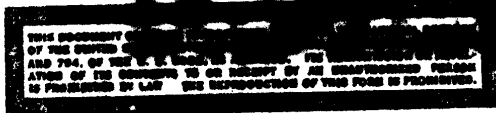
SUBJECT Construction of Sea Police boats

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1. On 16 December 1954, the first Schwalbe-type vessel, built at the Schwerdt Berlin (Berlin Yacht-Building Yard) and manned by a yard crew, arrived in Wolgast. The next four Schwalbe boats were lying in the yacht building yard ready to be transferred; the boat was to leave Berlin to be transferred to Wolgast via Stettin. In addition, four vessels with their engines already built in were afloat, four boats still were ashore, while other boats were being built in the shipbuilding shop. It was definitely decided that the yacht-building yard should build a total of 42 Schwalbe boats. Twenty-one boats of this total were scheduled to be delivered to the Sea Police by 21 December 1955. 25X1
2. The first 18 Schwalbe boats [redacted] their crews already had been assigned to the building instruction group at the sea-police headquarters in Wolgast. 25X1
3. On 3 January 1955, vessel [redacted] of the Schwalbe boats made a successful shakedown run in the Greifswalder Bodden starting from Wolgast. Subsequently, the boat was hauled ashore and had its two propellers taken off. On this occasion, it was found out that the gun metal liners, shrunk on the 90mm diameter propeller shaft in way of the stern tubes and the tail shaft brackets, had suffered serious surface damage. In these boats the gun metal liners rest in plastic bearing bushings, 15 mm thick, instead of running in the conventional steel bushings. This kind of bearing device had been adopted because of the shortage of material and on the basis of suggestions made to achieve improvements. It was decided that the former method of construction should be resumed. Since it was impossible to supply the first steel bushings prior to April 1955, a provisional solution to the problem was found by ordering that each of the plastic bearing bushings be fitted with six longitudinal grooves cut inside, 10 millimeters deep and 20 millimeters wide. Although the boats had been delivered to the Sea Police, they must undergo another shakedown run after the final propeller shafts have been fitted to the shaft bearings for the boats, which had already been delivered to the Sea Police, were in the making at the Yachtbuilding Yard and would subsequently be exchanged by an assembly group in Wolgast. The same damage to bearing bushings also was discovered on the Schwalbe boats built by the Thaelmann Shipyard. 25X1

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4. The following characteristics of the Schwalbe boats built by the Yachtwerft Berlin were reported: Length 32 meters , beam 5.5 m, draft 1.10 m, with a power plant of two 150-hp 6-cylinder Buckau-Wolf diesel engines, two 22-hp Schoenebeck auxiliary engines, giving a speed of 12 knots at a rate of 750 rpm(maximum number of revolutions) without minesweeping equipment, and 6.5 knots with the minesweeping equipment in tow. Their shell plate thickness was 4 mm, their complement 14, and they were capable of resisting a sea force 8 of the international scale.
5. All boats will be equipped with a mine-launching track to be installed in Berlin and a 100-Watt shipboard **transmitter** will also be installed. For the time being, an artificial fog apparatus will not be installed, and the cover plates at the stern were welded tight at the time. An electric control device was scheduled to be designed for the artificial fog apparatus.

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